

Triumph Mayflower Club



SUMMER ISSUE 1995 (No. 76)

MEMBERSHIP WORLDWIDE



FLOWER POWER

THE TRIUMPH MAYFLOWER CLUB

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When writing to a committee member and you require a reply, please enclose a
Stamped Addressed Envelope

Please note that all the above committee members fulfil their positions in their spare time and not
as a full-time occupation, so when contacting them other than by letter, please ensure that
you choose a reasonable time of day

CONTENTS

EDITORIAL	Pages 2-3
DVLA LETTER	Page 4
RALLY NEWS	Page 5
A TRIP TO BOULOGNE	Pages 7-8
ENFIELD PAGEANT	Page 12
LETTERS	Pages 13-17
AMONG THE MAY FLOWERS	Page 15
<i>From the Standard Car Review 1954</i>	
TECHNICAL TIPS	Pages 18-19
EVENTS	Page 20

*Cover photo: Rogiros Flevotomas' Flower see Letters,
Page 16*

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EDITORIAL

Continuous licensing

TIME HAS flown by recently. Since the last magazine we have received the DVLA proposals on Vehicle Registration and Continuous Licensing. The Federation of British Historic Vehicle Clubs, of which the TMC is a member, wrote to all clubs on 4th May saying that they have had a huge mail bag on this subject. Most responses have shown clear opposition to the whole principle of continuous licensing.

Letters

For our part, I wrote to all committee members and sent them all a letter I proposed to send to the DVLA on behalf of the club. The response from them was to agree with the contents and confirm that it should be sent on your behalf. This has now been done. The letter is shown in full on page 4.

Many of the committee members have also sent personal letters to the DVLA, as I have done, objecting to the proposals.

Let us hope these letters are heeded by the bureaucrats and politicians alike.

I have had a brief note from Tom Robinson of the Triumph Razoredge Owners Club Ltd, who urges this club to think again on

the constitution of the club, with due regard to the sale of spares by the club.

I have circulated this to our committee members, who in the main feel we should not follow TROC and the Ford Sidevalve Club into limited company status but should either sell all spares 'as seen' or else obtain a disclaimer from prospective purchasers.

Is there anyone out there who understands the legal position and can advise further. Do we need to take out insurance to cover ourselves?

The Ford Sidevalve Club have summarised the problems in a paper they presented to the first Motor Club Forum held at Beaulieu in 1994. If I get permission to reprint it, in time for inclusion, it will appear in this edition.

Gossip

Our Rally Secretary at long last has a running car which has gone off for a respray. Will we see it at the rally this year, or will we have to wait for another year? Time will tell.

I hope to see lots of you there — with or without cars — July 9th, Broughton Castle, Banbury.

Once again we will be running the 'bring your own food' Bar-B-Q thanks to Howard Pryor.

Our Membership Secretary tells me he has a waiting list of prospective purchasers for good

FLOWER POWER

Flowers (i.e. with MoTs), so if you know of any for sale then give him a ring.

You can tell from the lack of 'For Sale' adverts in this edition that

the marque is pretty popular at present. Long may the trend continue, unless prices go stupid and the 'investors' return.

Phil Benson, *Editor*



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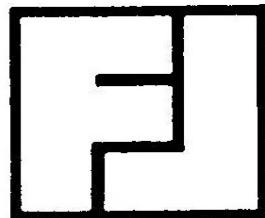
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TRIUMPH MAYFLOWER CLUB



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Alun Newport
D9/S
DVLA
SWANSEA
SA6 7JL

Dear Sir,

VEHICLE REGISTRATION / CONTINUOUS LICENSING.

I am writing to you, on behalf of the many members of this Club and with the unanimous support of my fellow committee members, to bring the following points to your attention.

Firstly - Regarding the proposals for a new registration system. It would improve the present system if you were to make mileage mandatory for example. You also seem to be missing an opportunity to record ownership not just keepership. Surely ownership is more significant than keepership. Moreover, the suggestion that a 'seller' must verify the identity of the 'buyer' is a nonsense. No-one will risk losing a sale by asking to see proof of identity if cash is presented at the time of the sale. The seller will take the name and address etc. provided by the buyer at face value. The data will be no better than now.

Secondly - Both your proposals for continuous licensing are flawed. They both assume the premise that continuous licensing is acceptable. It is not acceptable to our members. The only way to ensure everyone pays duty is to include it in Petrol. The more you use the roads, the more you pay for the privilege. Thirdly - The lower rate cut-off should at least be age related and not based on date of first registration.

Finally - Your proposals will hit hardest on those of us who own several vehicles, and use them but minimally. Most of our members, when asked, said they tax their Mayflower, at full rate, for 6 or 12 months per year, and travel less than 1500 miles in them. They wish to retain the flexibility to use it on the road whenever they purchase the appropriate tax disk. Why should they have to fix off-road periods or pay penalties for changing them.

Phil Benson - On behalf of the 150+ members of the Triumph Mayflower Club.

Phil Benson

Rally news

From Martin Bishop

IT'S THAT time again, another year has gone by. As so many people liked last year's venue and it's quite central, we're going back: Broughton Castle, near Banbury, Oxfordshire.

"Not for us," I hear you say. Well, the castle itself is located in a very pleasant rural setting. The house and formal gardens are surrounded by beautiful parklands. There is a Tea Room and Shop and plants are available from a small nursery/garden centre in the grounds.

The rally itself is, as you probably know, held jointly with the Triumph Razoredge Owners Club. Jennifer Langton, the rally organiser, is running a small craft market. If you are coming then anything for the craft market will be greatly appreciated, even if only cakes, jams, sweets, etc.

There is an art to all things of this kind. Let us see what you can do. Children too. There will even be a prize for presentation as well as for craft.

Theme for the rally is 'Victory Day'. So please get into the spirit of things and dress up (or down) for the occasion.

Howard Pryor is organising a 'Bring your own food' Bar-B-Q at about noon, so if you feel like 'meating' up then don't forget to bring your own bangers, etc. We

shall have the club canopy to keep the sun's rays off us! We shall need it if the weather is as good as it was last year.

John Gogay is expected to arrive bearing 'spares' orders as usual, so if you need anything give him a ring ASAP so he can deliver it on the day — gearboxes and back axles excepted! However polo shirts and sweat shirts can be purchased.

Northern Rally

Sunday, 10th September is the day for the Northern Rally to be held at the Mayflower Public House, High Street, Austerfield (just south of Doncaster). Members should meet there between 11.00 and 11.30 am. An adjacent field will be opened if we get a big turn out.

John Oglesby tells me that the pub has a very good selection of bar meals and lunches between £3.75 and £6.75. You can ring John between 7.00 and 9.00 pm on 01302 772049 to book tables and to let him know if you are going.

After lunch John will have organised a short fun-run. I hope you can turn up and make it a great day out for all of us. It sounds good, and it would be nice to see a few new faces.

**SUPPORT YOUR CLUB
TRY AND ATTEND
ONE OF THESE RALLIES**

FLOWER POWER

TRIUMPH RAZOREDGE
OWNERS CLUB/
TRIUMPH MAYFLOWER CLUB

**JOINT ANNUAL
RALLY**

SUNDAY 9th JULY

BROUGHTON CASTLE
BANBURY, OXFORDSHIRE

The home of Lord and Lady Saye and Sele, owned by
the same family for over 600 years
A return visit for us. The House to visit, Gardens,
Park, Tea Room and Shop

The rally will commence at 12 noon

Theme for the day: "VICTORY DAY"

* * * CRAFTS * * * CONCOURS * * *

A trip to Boulogne — a weekend with the Rover Club

by John Gogay

UNFORTUNATELY this weekend clashed with the annual general meeting of the club which was only the second or third time that I have been unable to attend.

Joan and I left Wilmington at about 7.00 am on Saturday following our neighbours, Jeff and Marian, in their 1949 Rover 60.

Arriving at Dover we searched high and low for another Rover (or even a Triumph) but there were none in sight except for the

modern-day Honda version. Then after about 15 minutes the first one appeared, a 1920 Rover 8, a very small open top model (the weather by this time was cold and drizzly)!

Another 15 minutes passed and what turned out to be the whole contingent had arrived: a 3.5 Coupe; a P5 and three SD1s. We all boarded the ferry to meet after disembarking in Calais.

The convoy left Calais docks heading for a suitable place for lunch, a deserted village about halfway to Boulogne. The Mayflower was running really well, it much preferred the dry white wine to that old four-star stuff!

After our lunch of mushroom omlette and chips (very daring) we found most of the village had turned out to wave us off as we headed for our hotel. The evening



Line up on the seafront at Le Touquet

was spent in a restaurant at the top of Boulogne's high street where the 25 of us enjoyed a meal together.

Sunday morning

Breakfast consumed, we all headed in convoy again for Le Touquet with a treasure hunt/quiz en route. The weather did not improve (I actually managed to get the heater working) and was bitterly cold on arrival at Le Touquet.

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Part No. 300355

Price: £24.70

*Available from the
Spares Secretary*

We rallied on the seafront but decided to cut short our visit and return to Calais after lunch. This we did (via the duty-free wine stores) in pouring rain.

Luckily we managed to get an early ferry home only to have an electrical breakdown at Dover, which turned out to be a short circuit in the number plate light and nothing to do with the 3cwt of wine and beer wedged into every available space. Perhaps I should have gone to the AGM!

ARTICLES REQUIRED

Please write to the Editor with your stories on rallies, restorations or anything you feel may be of interest to other members. Remember it's your club and your magazine, help to make it even better!

BUMPER BOLTS

Front — £1.20 each

Rear — 90p each

*Available from the
Spares Secretary*

1996 Centenary of The British Motor Industry

PROPOSED PROGRAMME

DUDLEY EVENTS

19th May 1996	Beacon Motor Show	Himley Park
26th May 1996	Mini Owners Rally	Himley Park
2nd June 1996	Lomax Rally	Himley Park
9th June 1996	CDU Festival of Transport	Priory Park
16th/23rd June 1996	Black Country Car Rally	Black Country Museum
June/July 1996	Museum Exhibitions	St James Road
June/July 1996	Libraries Exhibition	Borough Wide
June/July 1996	Schools Focus on Motor Industry	Borough Wide
5/7th July 1996	Rally of 100 Car Club	Himley Park
10th July 1996	Celebrity Lecture on Motor Industry	Stourbridge
14th July 1996	Quantum Rally	Mary Stevens Park, Stourbridge
14th July 1996	Westfield Rally	Himley Park
19th/21st July 1996	MOG 96 Morgan International Event	Himley Park
3rd/4th August 1996	Dudley Show	Himley Park

Related events could include Castle Courtyard Car Rallies, involvement of other car related groups, automotive component manufacturers, car dealerships, Merry Hill, motoring organisations, road safety, etc. These could take place throughout the designated May/June/July period or at other times during the year.

DAILY

Check engine oil level.

A. EVERY 1000 MILES

- A1 to A4.** Lubricate with grease gun (3 or 4 strokes).
- A1.** Steering swivel joints (4 nipples).
- A2.** Lower suspension arm outer shackle pins (4 nipples).
- A3.** Steering linkage joints (6 nipples).
- A4.** Steering idler pivot (1 nipple).

B. EVERY 2500 MILES

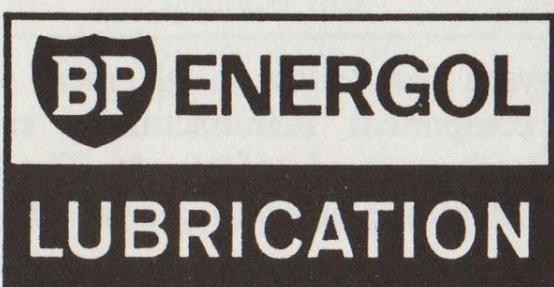
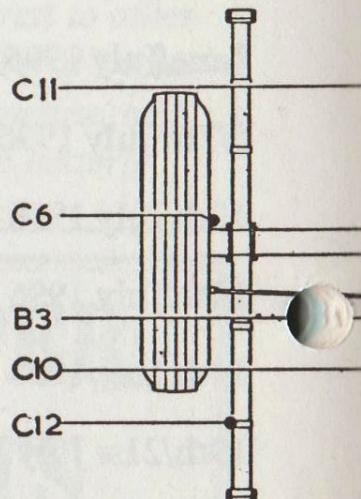
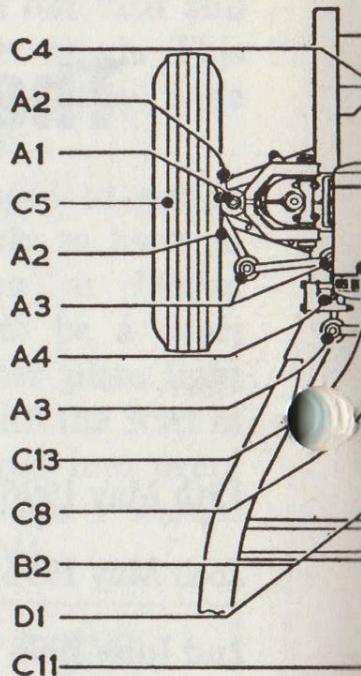
- B1.** Engine sump, drain and refill.
- B2.** Gearbox, check oil level, top up if necessary.
- B3.** Rear axle/Differential, check oil level, top up if necessary.

C. EVERY 5000 MILES

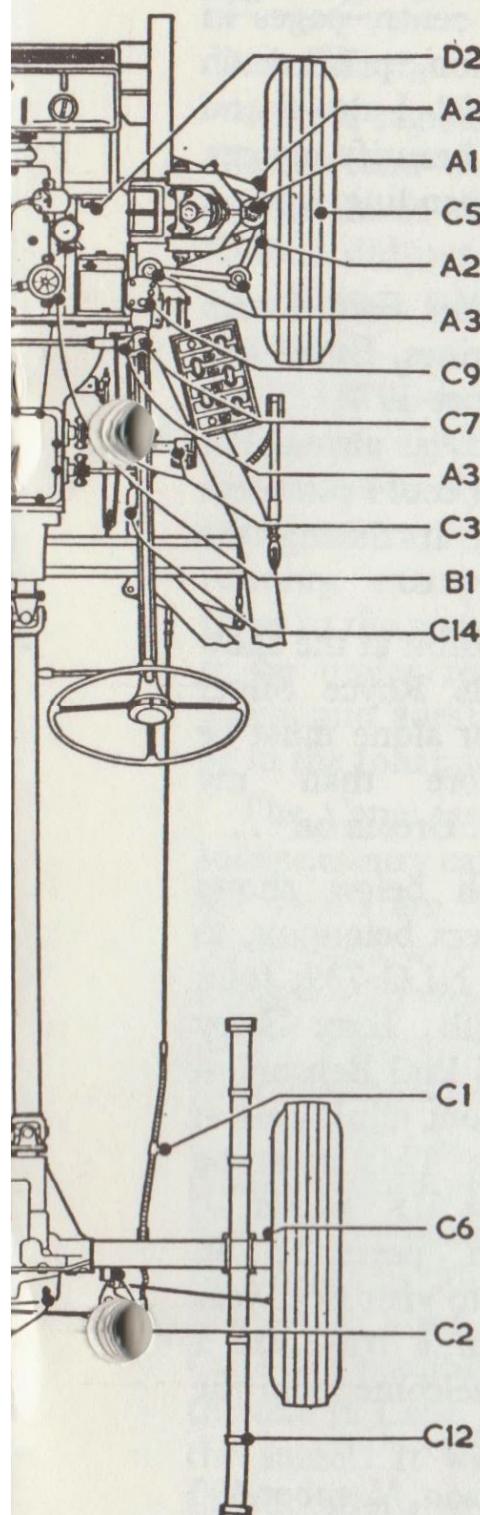
- C1 to C7.** Lubricate with grease gun.
 - C1.** Parking brake cable (1 nipple, 3 or 4 strokes).
 - C2.** Parking brake compensator (2 nipples, 3 or 4 strokes).
 - C3.** Pedal bearings (2 nipples, 3 or 4 strokes).
 - C4.** Water pump and fan (1 nipple, 5 strokes)
 - C5.** Front wheel hubs (2 nipples, 5 strokes).
 - C6.** Rear wheel hubs (2 nipples, 5 strokes).
 - C7.** Gear shift mechanism selector box (1 nipple, 5 strokes).
 - C8.** Ignition distributor : remove rotor and apply a few drops of engine oil on screw thus exposed, one drop on breaker arm pivot and a few drops on automatic advance mechanism through gap round cam spindle. Lightly smear cam profile with grease or oil.
 - C9.** Steering box, check oil level, top up if necessary.
 - C10.** Rear axle/Differential, drain and refill.
 - C11.** Propeller shaft universal joints, lubricate with oil gun (2 nipples, 3 or 4 strokes).
 - C12.** Rear road springs, clean and oil.
 - C13.** Air cleaner, clean and re-oil element. Refill with fresh engine oil if oil bath air cleaner is fitted.
 - C14.** Brake master cylinder reservoir, check fluid level, top up with brake fluid if necessary.
- Lubricate with engine oil : gear shift mechanism frame bearings, accelerator and parking brake lever, clutch shaft bearings, clutch controls, door locks and hinges, bonnet catches and other moving points and controls.

D. EVERY 10000 MILES

- D1.** Gearbox, drain and refill.
 - D2.** Dynamo rear bearing, unscrew lubricator cap (if fitted) and repack with BP Energol L2.
- Trafficators, lubricate sparingly with engine oil.



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OR

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Steering Box

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OR

BP ENERGREASE L2

BP ENERGREASE L2

Grease Nipples

CAPACITIES

Engine

6 pints

Cooling System, without heater

12 pints

with heater

13 pints

Gear Box

1½ pints

Rear Axle/Differential

1½ pints

Fuel Capacity

10 gallons

TYRE PRESSURES

cold

lbs./sq. in.

Front

20

Rear, normal
fully loaded

23

25

BRIEF ADJUSTMENT DATA

Valve clearance (engine cold), inlet
exhaust

.015"

.015"

1-3-4-2

Firing order

.015"

Contact Breaker points gap

.032"

Sparking plug electrode gap

* 'Visco-static' is a trade-mark of the British Petroleum Company Limited.

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PASSENGER CAR No. 093
(1st REVISION)

1995 Enfield Pageant

THIS IS a huge show with lots to see and do. It lasted for three days over the Whitsun Bank Holiday weekend. Saturday, Sunday and Monday May 27th, 28th and 29th.

Earlier this year Howard Pryor rang round a few of his local members to see if he could get any other Mayflowers there again for the Bank Holiday Monday (last year we were three in total). This year we increased up to four.

It is Howard's local show, and so he also had several other friends and relations visiting the show that day. We all got together at lunchtime and had a super picnic even though it was a bit windy. If anyone else feels like coming next year, give Howard a ring.

Too much

The show is too much for just one day. There were over 300 autojumble stalls and various other traders in attendance. Our Chairman, Tony Booth, had a stall and reported business as good to steady.

I found the lubrication chart which adorns the centre pages in very good condition, printed on stiff card, for just £2. I also found one or two bits to beautify my car, but had to stop spending when I ran out of cash.

There was a Fun Fair, Steam Engines, Fire Engines, Buses and there were pre-1970 cars everywhere. There was also a 'For Sale' area that you could put a car in to try to sell it during the weekend.

My favourite exhibit at the show was a 1911 Rolls Royce Silver Ghost. The mascot alone must be insured for more than my Mayflower in total. Dream on ...

The photograph below shows the four Mayflowers belonging to Howard Pryor — NLO 739; John Gogay — PKK 101; Terry Forey — NLO 750; and Phil Benson — JBD 807. How about joining us at Enfield next year. This must be one of the largest UK shows — perhaps we can persuade an overseas member to visit next year — it's well worth a trip, and I guarantee you a welcome from the other Club members.

Phil Benson, Member 490



LETTERS

Dear Editor,

I am a regular reader of Popular Classics and was rather surprised by the insert about the Mayflower Club. I did not realise that so few of these cars have actually survived.

My car is something of a rarity in its own right as these cars were never officially imported into South Africa. It is the only known running example of a possible three in the country. One is known to be under restoration in Cape Town, and another is rumoured to be in the Johannesburg area.

The Cape car is black and the Johannesburg car is metallic green. No details are definite so far. My car is black with red rexine/vynide interior with red carpets. The car is totally original except for a rather poor respray sometime in its past.

I suspect the car was imported from Europe sometime in the early 50s (the speedometer is calibrated in km/hr) by Mr W H Hooton of 141 Albert Road, Woodstock in the Cape (it's possible that this car and the one in Cape Town are one and the same!) It was reregistered in Johannesburg at some stage after that reg no TJ 171434.

In 1970 Mr Hooton loaned the car to the Heidelberg Motor Museum where it stood on display, and later in storage until the death of Mr Hooton 21 years later. His family put the car up for auction in 1984, and it was purchased by a Mr

Baker of Oaklands in Johannesburg for R3500 (about £600).

Mr Baker kept the car, but did nothing with it. He is an Essex fan, and these cars take up most of his time (he also owned an 1800 saloon and an 1800 Roadster before becoming interested in the Essex marque).

In May 1991, the Pretoria centre of the Triumph Sports Six Car Club celebrated its 10th anniversary and we wanted to celebrate it by having a parade of 100 post war Triumphs through the streets of Pretoria.

After a lot of effort we managed to locate all the relevant examples except a Mayflower and a Renown. Mr Baker was duly contacted and asked to participate. He unfortunately declined the offer, but offered the car to any interested party for what he paid for it. Our chairman, who knows I am a sucker for lost causes contacted me and I bought the car even though Mr Baker said it needed a lot of work to get it running and that spares would be almost impossible to find.

We towed the car to Pretoria (160km) behind my Triumph 2.5 chicaine (2.5S in the UK) and after about three hours got the car running (remember it was unused for more than 20 years) a further few days cleaning and polishing, and it was ready for the big day.

The Mayflower proudly led the parade through Pretoria, together

with 144 other Triumphs of all sorts — a one Marque record in South Africa — a *TRIUMPH INDEED!*

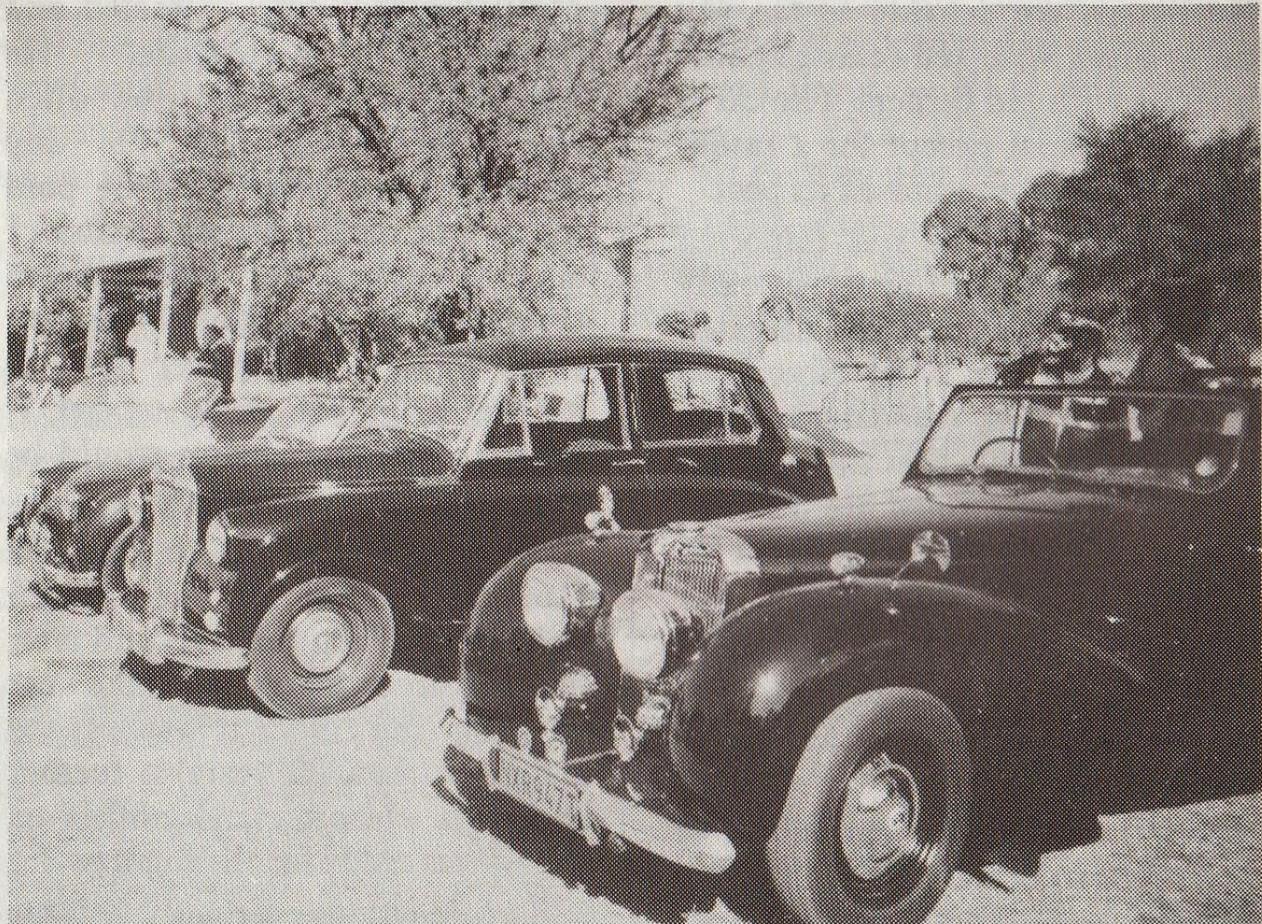
Standing so long did have some detrimental effects though as I later discovered. The water had never been drained from the cooling system during the 21 year lay-up and the cylinder head had perforated in the no. 4 cylinder.

It took many months and much help from the CSIR (Council for Scientific and Industrial Research) to get the head repaired, but all seems to be going well now, except for the occasional overheating due to the silt and corrosion build-up which takes time to eradicate on such a delicate engine.

I am loath to restore the car as it is so original, but a respray would be nice and the 'Mayflower' badges which got lost during its stay at the museum. The roof lining will also need replacing at some stage, but that's about all. Fortunately there is absolutely no rust!

The Mayflower is kept company with: Herald 1200 saloon 1962; Spitfire 4 (Mk1) 1962; Spitfire Mk III 1967; 2000 saloon 1969; 2.5 OD Chicaine 1975 and hopefully later a TR3 and that elusive 1800 saloon I've heard about. I've also got various other classic cars of the 1950s, 60s and 70s.

Regards Grant Marherbe
Pretoria, South Africa



'Triumph 100' line up 1991, a third of all the Mayflowers turned up!

By E. FRANK GUY

Among the May Flowers WITH A "MAYFLOWER"

OUR Mayflower is two years old, with 11,000 miles to her credit, and it was decided that a visit to the Bulb Country at flowering time would be interesting and educational.

A Standard Service Week took place recently and a clean bill of health was issued, although in view of the mileage record, "de-coke" was carried out to ensure 100% performance.

The departure day arrived with bright sunshine and it was indeed a grand moment when our Mayflower was carefully lowered into the hold of S.S. "Brittany" for the 25 miles journey to St. Malo.

Our party consisted of four adults and one child, plus luggage, but in spite of this full load we experienced no difficulty in negotiating any of the hills encountered.

From St. Malo we went to Allencon, the long stretches of straight road gave the Mayflower an opportunity to show her paces admirably; the speedometer on occasions recording 90 m.p.h.

Having spent a night here we proceeded to Paris. This city about which we had heard so much proved to be even more wonderful than we had imagined. We approached by the Motor Tunnel, a little wider than Mersey Tunnel; the exit of which brought us into the heart of the city traffic. We had by then got used to driving "on the wrong side."

Among places visited was the famous Eiffel Tower, whose terrific size dwarfed all its surroundings and despite a slight haze afforded a magnificent view of the surroundings, as we glided gracefully to the top in the lift. There was on the one side the massive Arc de Triomphe de l'Etoile, where twelve wide roads all converge to form the star. One of these is the beautiful Avenue de Champs Elysees, also to be seen were many famous landmarks including the well-known Cathedral of Notre Dame, set proudly in the midst of l'ile de la Cite, with the waters of the Seine flowing gracefully on either side.

The following day we were awheel again. This journey took us to the Paris Aeroport, where we got our first glimpse of a field of tulips, which looked truly magnificent, each plot being of a different shade. Onwards through the pretty little town of Soissons, we came to the city whose name is familiar to all connoisseurs of champagne, Rheims.

While here we managed to pay a short visit to some of the famous champagne "caves"; here we saw the precious fluid from the start of its journey, which takes several years, to the labelling and despatch departments, where it emerges fully qualified to grace the table of maybe a Royal banquet, or a humble wedding reception.

So once more we came into daylight from the cellars which, it is interesting to note, are hewn from the solid chalk, the chalky soil we are told, is an important factor in the quality of the wine.

We now hurried on to Brussels and were thrilled to see a few Mayflowers, the first we had seen since leaving Jersey. While here we had to have an oil seal replaced, this was soon accomplished by the local Standard Agent and proved to be the only bit of attention required during the trip.

At last we were hitting the trail for the land of dykes, canals, cheeses and bicycles. On arrival at Rotterdam we were amazed to

see the many magnificent buildings which had risen from what was only a few years ago a scene of devastation.

The following day we set out for Tulip Land and we were soon thrilled to see fields of tulips, first at intervals and later absolutely lining the roadsides. We soon reached the village of Kuerkenhof, which is the most beautiful of all. Here were fields of magnificent blooms, from very pale yellows to orange on through the rainbow range of colour to the almost black.

Following the road through we came upon the "Tulip Show" where beds of flowers, mostly tulips but also hyacinths, daffodils and other bulb flowers, were set amongst beautiful woodland through which a crystal clear stream threaded its way. One felt that the picture in the book and on the packet was really true, after all. For those who preferred a better view, a Helicopter service operated and visitors were able to take photos from the air. A model Helicopter composed of hyacinths presented a very realistic appearance.

Our road to Haarlem took us through some beautiful open country, still flanked with masses of colour, field boundaries being marked by waterways instead of hedges.

Here we found that our previous grand displays of flowers were far surpassed, and something which had not been noticed earlier was the perfume laden air which as we drove along slowly, wafted into the car on the gentle breeze. The outstanding feature of this district was the "Flower Carpets." These were composed of millions of hyacinth heads of all colours spread out on lawns or specially constructed stands. The carpet was usually of red or blue, and the design of contrasting colours. In some cases the display simply stated the name of the firm, another would portray a National Flag or Coat of Arms. One we thought particularly clever was a blue background and on it a rectangular portion of white, representing an envelope. The envelope was inscribed with the name and address of the firm in very dark, almost black blooms, and in red the postage stamp, with its value clearly defined, also the post office franking marks, including date and office of posting.

We were only sorry we had missed the "Tulip Rally" by a few days, as we were given to understand it is on a par with our "Battle of Flowers" in Jersey.

On reaching Amsterdam we were reluctantly made to realise we were now "Homeward Bound." We took the direct road back as far as Brussels and then made for the French coast via Boulogne, Caen and finally St. Malo. We then came to the last day of this delightful holiday and the following morning we once more boarded S.S. "Brittany" which was soon gliding gracefully into the locks which separate the harbour from the open sea, and it was with a little regret that we saw the lock gates close behind us, but we were very thankful that we had such pleasant memories of our journey "Among the May Flowers with a Mayflower."

The following statistics make interesting reading:

Total Mileage 1,600 miles.

Petrol (plus recommended additive) 49 gals. (32 m.p.g.).

Oil $\frac{1}{2}$ gal.

LETTERS

Dear Editor,

Enclosed is a picture of my beautiful 1952 Mayflower (front cover). It was purchased in Cyprus by my father in 1952. He bought the car after he returned from serving with the British Military Police during World War II (I will not be surprised if someone out there may have served with him).

As my father had lost his right leg during the war, the Mayflower was fitted with special hand held air brakes as well as gas held lever (sorry no picture).

The car served a family of five and three children learned how to drive in it. Because of wear and tear as well as lack of parts the engine was removed and a smaller one from a Morris Minor took its place.

My father bought another car in 1976 at which time I inherited the Mayflower.

Several years ago I accidentally found out about the Mayflower Club's existence.

Through magazine ads I was able to purchase an original engine (dismantled) which was shipped to Germany. Here I had the engine overhauled and shipped to Cyprus. The car was stripped and repainted with the original colour and the original engine is now being reinstalled.

It is a delight to see the people gather around the Mayflower and admire its beauty. As you are aware

there are many British tourists in Cyprus as well as many British people living there. It always makes me smile to see heads turn when I am driving the Mayflower around.

I will be visiting Cyprus this June and I hope the Mayflower will be completely finished and operational.

Rogiros Flevotomas
Wendelstein, Germany

**DON'T
FORGET
THE RALLY
SUNDAY
9th JULY
BROUGHTON CASTLE
BANBURY**

**CLUB CAR
BADGE**

Available from the
Spares Secretary

Price: £9.00

LETTERS

Dear Phil,

It was great to see your second Mayflower, It could eventually be a first rank car. I advise you to have the engine balanced because it will be money well spent (easy to say, when its not my money).

Suitably inspired by the sight, I revived our Mayflower yesterday. the previous night I'd taken out the plugs and wallop ed oil down the holes — nothing more. Friday was a beautifully calm and warm day so it was ideal to get on with the job.

When I took off the Metex car cover I was really pleased to see how well it had protected the car: no dust and clean and bright everywhere just as it had been when laid up six months ago. I'd recommend one with no hesitation.

First I stuck in the battery, wallop ed in more oil, and spun the engine over with the plugs out till the oil pressure started to register. Then I wire-brushed the plugs and shoved them in, pulled the starter: nothing! Well, the engine cranked but no sign of a spark.

I tested the points and they sparked: very odd. then as I pulled my hand away from the distributor the LT lead came with it — problem solved!

When fixed she started no problem and so I guess it was just hanging by a thread and gave up when I flicked the points but wouldn't work when the engine vibrated on the starter. Anyway, it ran well on a three mile test so its in for MoT on Wednesday. Everything appears to work but keep your fingers crossed.

Forbes Alexander, 650



Can you spot our Membership Secretary? The Oaker family en route from Gibraltar to Seville in 1952

Technical tips

by Howard Pryor

AN ARTICLE that was originally submitted by Norman Davis, and was printed in *Flower Power* No. 7 many years ago has been discovered by Howard whilst exploring the back numbers. The article was originally titled "Keeping your ten-horse Triumph in top condition".

As the article is quite long we are going to reprint it over the next few editions. Here is the first part:

In the three years between 1950 and 1953, the Triumph Mayflower made more friends than perhaps any other small luxury saloon in the same period of time.

One of its most endearing characteristics is its trouble free performance. But, much after 40,000 miles, the car will need a certain amount of attention. The points raised in this article should bring any Mayflower back to 'as-new' condition.

Top overhaul is, in common with most side-valve engines, fairly straightforward although slightly complicated by the high wing valances which necessitate all but the tallest person standing on a box to reach the engine unit.

Dismantling entails draining the cooling system, disconnecting the battery and then removing the air cleaner which is best achieved with the brackets still attached to the cleaner. The carburettor controls

are disconnected, the petrol pipe uncoupled from the carburettor, the exhaust pipe detached from the manifold and the ventilation pipe fitted between the manifold and the tappet cover plate removed.

It is then possible to remove the two bolts and the two nuts holding the manifold to the engine after which the manifold can be lifted away complete with the carburettor and the manifold drain pipe. The only precaution necessary is not to tip the manifold downwards at the front as it is possible for the little restrictor valve to drop out and be lost. The valve is fitted in the drilling for the ventilation pipe and without it the engine will not idle.

It is worth checking that carbon has not formed between the stainless steel trembler pin and the washer which forms the valve as this is prone to blockage which can cause excessive crankcase pressure; this in turn will account for oil leakage, especially from the rear main bearing.

A sure symptom of no ventilation will be the formation of rust inside the oil filler cap and in the inlet ventilation pipe fitted between the filler and the air cleaner. If it is ever necessary to clear the hole in the valve you must use a 0.040" dia drill as this controlled air leakage is compensated for in the carburettor settings.

The cylinder head is removed after displacing the top water hose, the petrol pipe clip fitted on the

forward thermostat stud and the cylinder head nuts. Some difficulty is frequently encountered in removing the expansion bulb of the thermostat from the rear face of the head due to corrosion. In no circumstances should any effort be made to pull the capillary tube unduly as it is very fragile. If the application of penetrating oil does not free the corrosion, try removing the square-headed plug at the rear top face of the head (or the heater hose adapter if fitted), when it is often possible to gently prise the end of the expansion bulb with a pencil until it is free.

If the bulb is immovable, remove the cylinder head with the capillary tube attached as there is sufficient slack in the tube to enable the head to be rested on the offside wing. Here the head can be decarbonised but be sure to protect the wing with an old coat if you value the paintwork.

The distributor is best removed by taking the two nuts securing the pedestal bracket away after which the distributor can be lifted off as an assembly. The adaptor fitted between the drive shaft and the distributor can easily be lifted out of position. *To be continued . . .*

TRIUMPH MAYFLOWER FOR SALE

Grey with grey leather interior

With spare engine. Registration number LWK 602. V5 documents

Has been outside for 6 years hence price of £250

Mrs Thompson

Bude, Cornwall Telephone: 01288 341493

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OTHER SPARES
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SPARES FOR SALE**

Bonnet, Windscreen, Gearbox, Headlamps, Coil,
Distributor, etc

Fair Price only wanted
Mr A. Ricketts, 19 Elmer Road
Catford, London SE6 2HA

Events

Howard Pryor advises members that he will be attending the following events in the Home Counties with his Mayflower (Mabel) and would be pleased to see you at any of the venues. If you feel like joining him on one of his jaunts then give him a ring on 0181-440 8623 or on Fax 0181-364 8630 (I guess he'll be on the 'net'

one of these days, but not just yet!
— Ed.)

TMC Rally, Broughton Castle July 9
Uxbridge July 16 /17
Highclere Castle, Newbury July 23
Knebworth Park, Stevenage July 27/28
Kempton Park September 24

Yours truly will also be attending a few of these shows with Howard and also my local show:

Redhill Steam Rally August 5 /6

TRIUMPH MAYFLOWER CLUB SOUVENIRS

The Club has now organised 'Art Work' with a view to providing members with Club Souvenirs. The following items are available with the same coloured logo used on the Club Car badge:



<i>Items</i>	<i>Price</i>
CERAMIC MUG	£5.85
A4 JIGSAW	£6.99
A3 JIGSAW	£7.99
PRESENTATION PLAQUE (depending upon size)	£9.99 - £19.99

A3 CANVAS/TAPESTRY PRINT	£8.99
COMPUTER MOUSE MAT	£5.49
PLACE MAT	£6.99
COASTERS (4)	£8.99



UMBRELLA	£16.99
CUSTOMISED CLOCK	£19.99
PATCHES	£6.00
DIRECTORS CHAIR	£39.50



Note that these prices are provisional and do not include post and packaging. A small selection will be available at the rally or phone Howard Pryor for further details or to place an order (0181-440 8623)

Join us at Kempton Park on Sunday, 24th September

(Open from 10.00 a.m.)

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Please send me Advance Club Tickets.

I enclose a cheque for £....., payable to The London Classic Car Show.

I would like to receive details from Heritage Classic Car Insurance (please tick)

I am interested in detail on the Tour to 'Retromobile' in Paris, February 1996 (please tick)



**DON'T FORGET
SUNDAY
JULY 9th
NATIONAL RALLY
BROUGHTON CASTLE**